

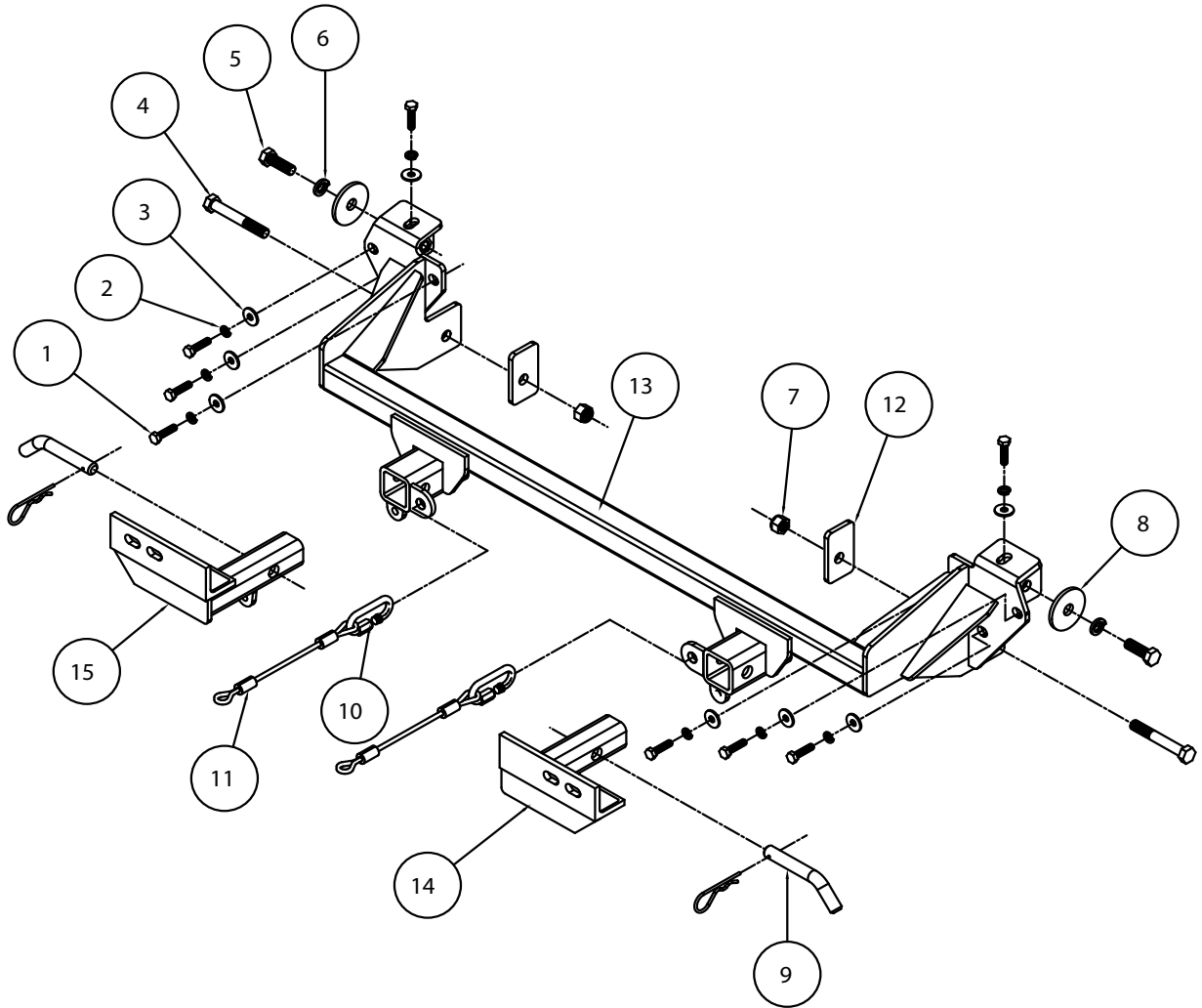


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 1559-1

02/06/13
KS

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ITEM	QTY	NAME	MATERIAL
1.....	8.....	8mm x 1.25 x 30mm BOLT.....	356001-00
2.....	8.....	8mm LOCK WASHER.....	355705-00
3.....	8.....	5/16" FLAT WASHER.....	350303-20
4.....	2.....	1/2" x 3 1/2" BOLT.....	350103-00
5.....	2.....	1/2" x 1 1/2" BOLT.....	350095-00
6.....	4.....	1/2" LOCK WASHER.....	350309-00
7.....	2.....	1/2" NUT.....	350258-00
8.....	2.....	1/2" PLATE WASHER.....	A-003086
9.....	2.....	DRAW PIN/SPRING PIN.....	357035-00
10.....	2.....	CABLE CONNECTOR.....	200008-00
11.....	2.....	8" SAFETY CABLE.....	650646-08
12.....	2.....	1 3/4" x 3" BACKING PLATE.....	A-002317
13.....	1.....	MAIN RECEIVER BRACE WELDMENT.....	C-001445
14.....	1.....	DRIVER SIDE ARM WELDMENT.....	C-001446
15.....	1.....	PASSENGER SIDE ARM WELDMENT.....	C-001447
16.....	4.....	ZIP TIES.....	300140-8



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This bracket kit is one of our XL series, which allows the visible front portion of the brackets to be easily removed (Fig.A and Fig.B). The kit consists of the main receiver braces, removable front braces, rear braces, backing plate weldments and a hardware pack.

The main receiver brace mounts to the front frame and bumper core on each side. The removable front braces insert into the receivers on each side and are secured with draw pins.

Before starting the installation, lay out the kit components in order, as they will be used. This will give you a visual idea of how the components work, and will also confirm that everything is present and accounted for.



Fig.A



Fig.B

IMPORTANT: All baseplates **must** be assembled with all the bolts left loose for final adjustment and positioning (before tightening) unless otherwise instructed. All bolts **must** be torqued for proper strength. If more than one bolt is used per fastening point, the diagram may only show one. Use flat washers over all slotted holes and lock washers on all fasteners.

WARNING

Failure to heed these warnings or follow the installation instructions may result in a voided warranty, loss of towed vehicle, personal injury or death.

- Do not weld or modify this baseplate or its components. Welding or modification will void the warranty.
- Do not use this document as a basis to design/fabricate a baseplate, as it may not show all parts or structural components.
- We strongly recommend professional installation.
- If the towed vehicle has been in an accident, it must be properly repaired before attaching the baseplate. Do not install the baseplate if any structural frame damage is found.
- The installer must use all bolts and parts supplied. If running changes were made by the vehicle manufacturer after this kit was designed, some bolts or other fasteners may no longer be the correct size. It is the installer's responsibility to verify this kit is securely fastened to the vehicle.
- Use Loctite® Red on all bolts used to secure this baseplate. Torque all bolts to the specifications found at the end of these instructions. Do not over-torque the bolts or failure may occur.
- The installer must inspect the baseplate to ensure adequate clearance, particularly around hoses, air conditioner lines, radiators, etc. or non-warranty failure may result.
- Roadmaster manufactures many styles of baseplates. If your baseplate has removable arms, they must be removed before driving the vehicle, unless the arms can be pinned or padlocked in place. If not secured, the arms could vibrate out.
- Some motorhome chassis have such a tight turning radius that you can damage your motorhome, towed vehicle, tow bar or baseplate while turning sharply. Before getting on the road, test your turning radius in an empty parking lot. Turning too sharply could

result in non-warranty damage to your towing system, motorhome and/or towed vehicle.

- Do not back up with the towed vehicle attached or non-warranty damage will occur to your towing system or vehicles.
- The safety cables must connect the towing vehicle to the towed vehicle frame to frame, with the cables crossed, with enough slack for sharp turns. See cable instructions for proper routing. Failure to do so will result in non-warranty damage and/or the loss of the towed vehicle.
- This kit is designed for use with ROADMASTER tow bars and ROADMASTER adapters only. Using this kit with other brands, without an approved ROADMASTER adapter, may result in non-warranty damage or injury.
- Receiver extensions and out-of-level towing situations of 3 inches or more. This can cause the system to swing much higher and lower, causing excessive strain on the tow bar, baseplate and frame. That can cause the towing system to fail, causing property damage, personal injury or even death. If you must use a receiver extension or drop hitch to tow, it will reduce your receiver's weight capacity by 1/3 to avoid damaging your system. Never use more than one extension and/or drop hitch, as this will void your warranty.
- Every 3,000 miles, the owner must inspect all mounting points for cracks or fatigue, and check the fasteners for proper torque, according to the bolt torque requirements chart on the last page of these instructions.
- The owner must follow the vehicle manufacturer's instructions to prepare the vehicle for towing. Failure to do so may cause severe damage to the vehicle.
- This baseplate is only warranted for the original installation. Installing a used baseplate on another vehicle is not recommended and will void the warranty.



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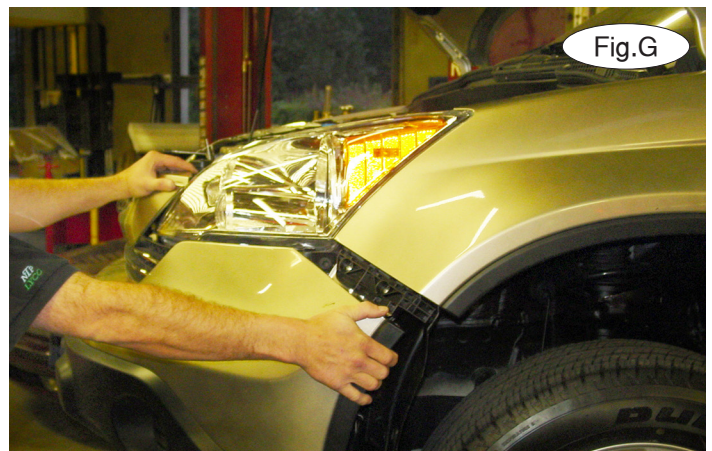
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation by removing seven plastic fasteners attaching the radiator cover to the core support (Fig.C).



2. On both sides, remove two screws and one plastic fastener attaching the fender liner to the fascia (Fig.D).
3. Next, on each side, remove one 10mm screw attaching the fender liner to the fascia (Fig.E).
4. Remove four plastic fasteners attaching the splash shield to the fascia (Fig.F).
5. Now, remove the fascia by pulling out and forward on both corners (Fig.G). Disconnect the fog lights, if your vehicle is so equipped.



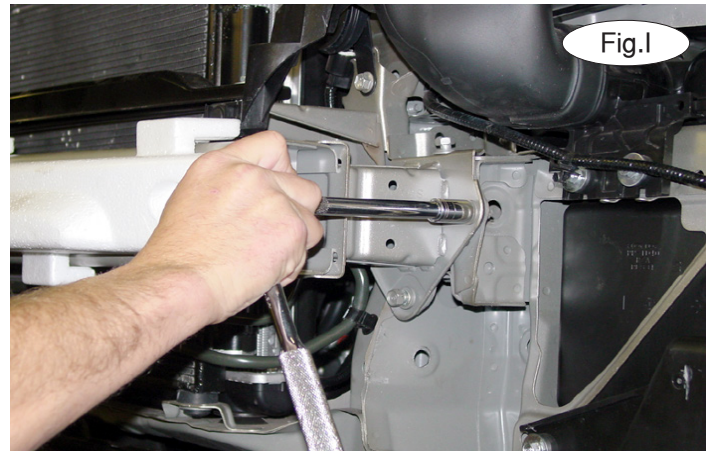
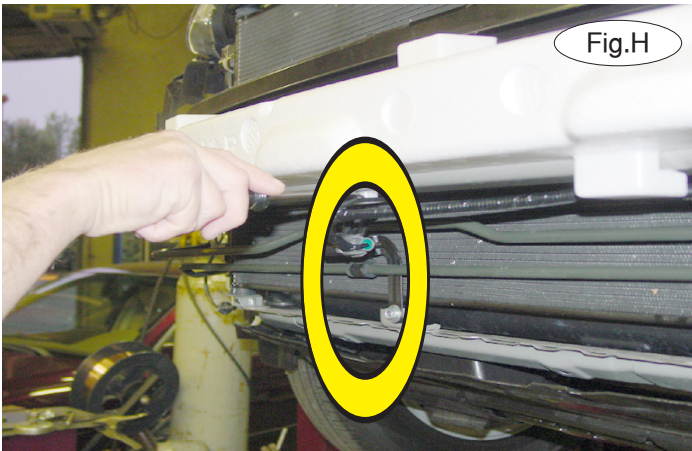


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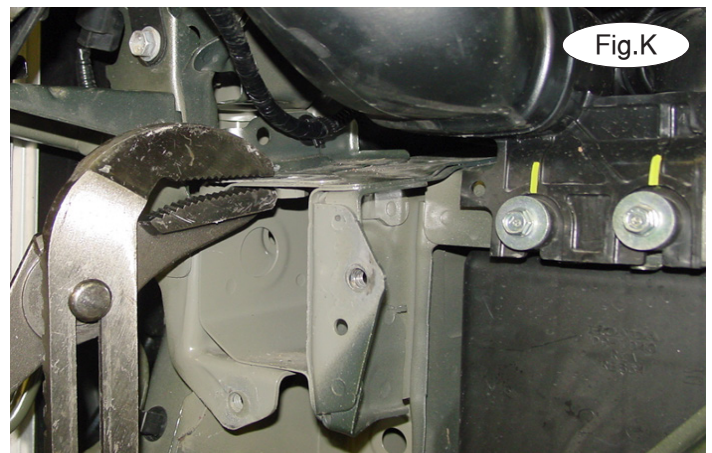
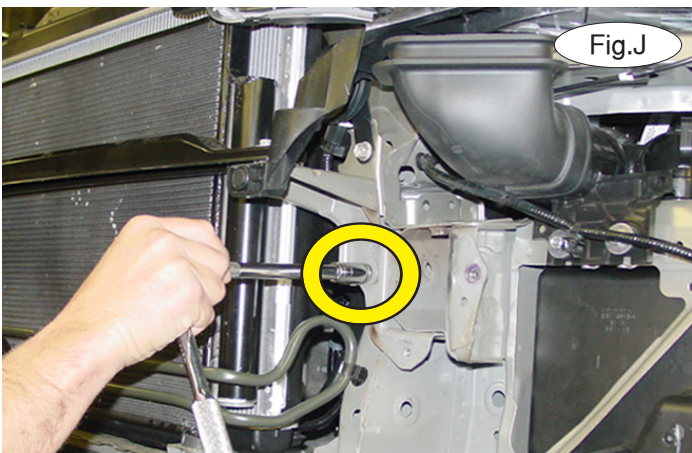
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6. Remove the air temperature sensor and wiring harness from the bumper core by removing four plastic fasteners, if the vehicle is so equipped (Fig.H).

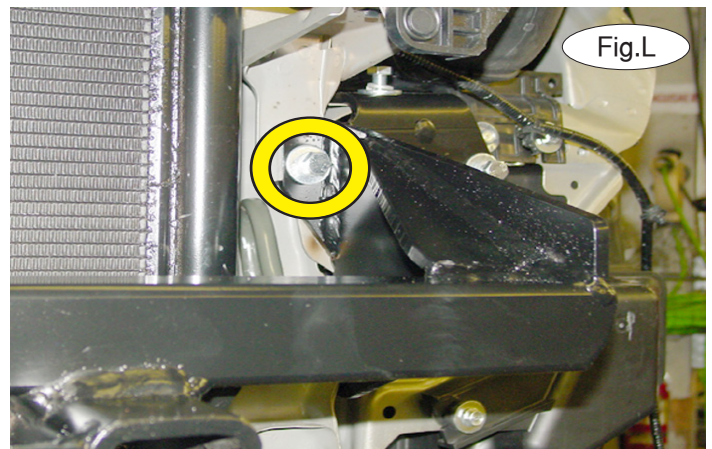
7. On each side, remove three 12mm bolts attaching the bumper core to the frame rail (Fig.I). The bumper core will not be replaced. *Note:* retain the bumper core and attachment hardware so that it can be replaced if the bracket is ever removed.



8. On each side, remove two 12mm (head) screws attaching the headlight support bracket to the end of the frame rail (Fig.J). *Note:* if there is a tab located on the top of the frame rail, it must be bent flush with the frame rail before installing the main receiver brace (Fig.K).

9. Now, set the main receiver brace over the ends of the frame rails. Bolt the main receiver brace into place on each side using the four supplied 8mm x 1.25 x 30mm bolts, 5/16" fender washers and 8mm lock washers (Fig.L,M).

10. Starting with the top bolts, tighten all the bolts to the bolt torque requirements found at the end of this document.



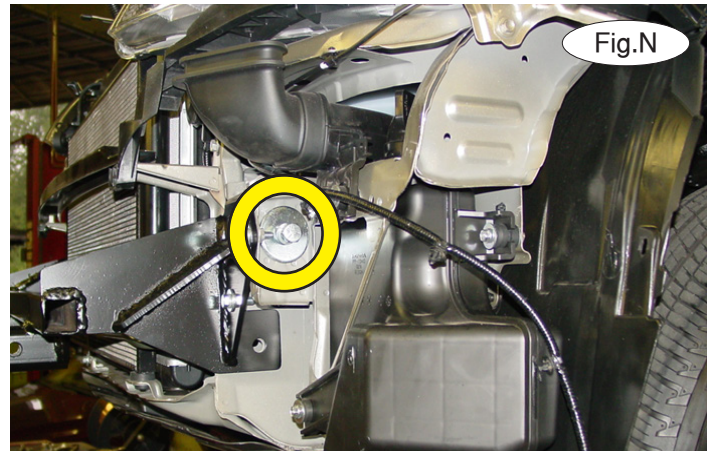
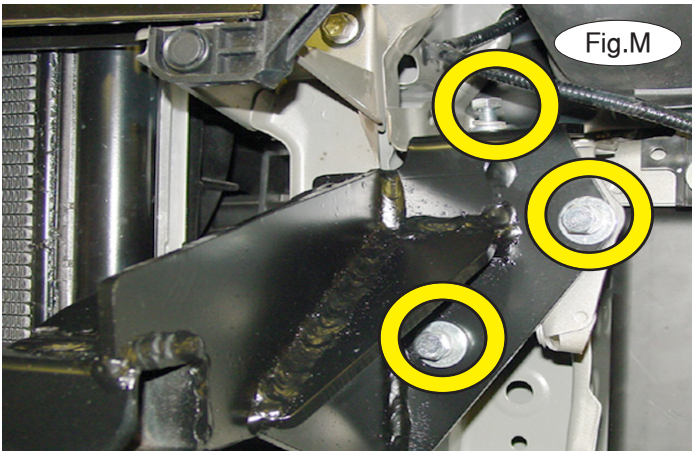


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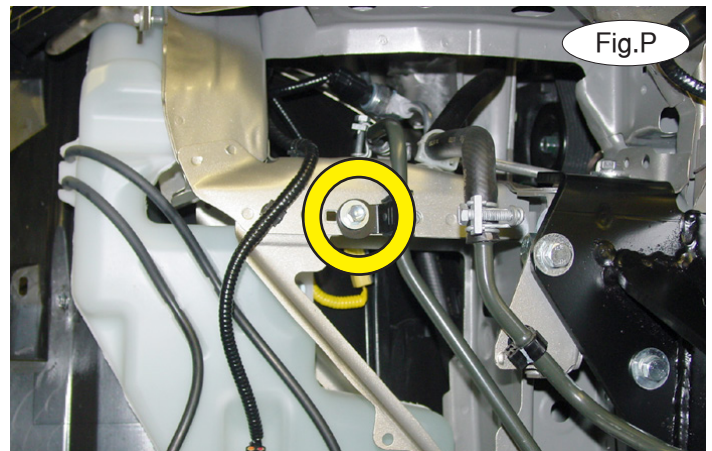
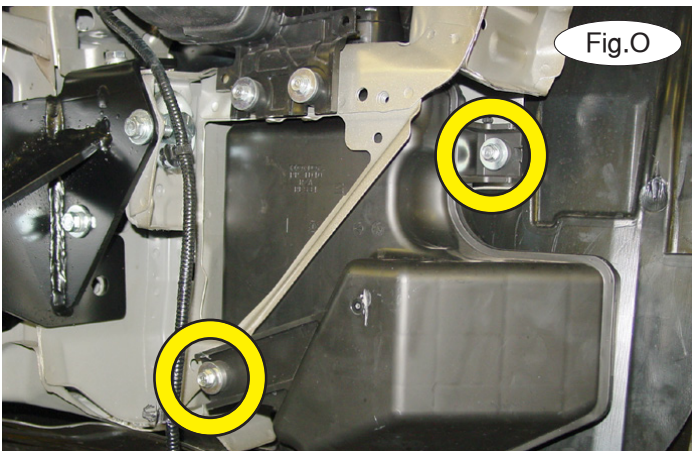
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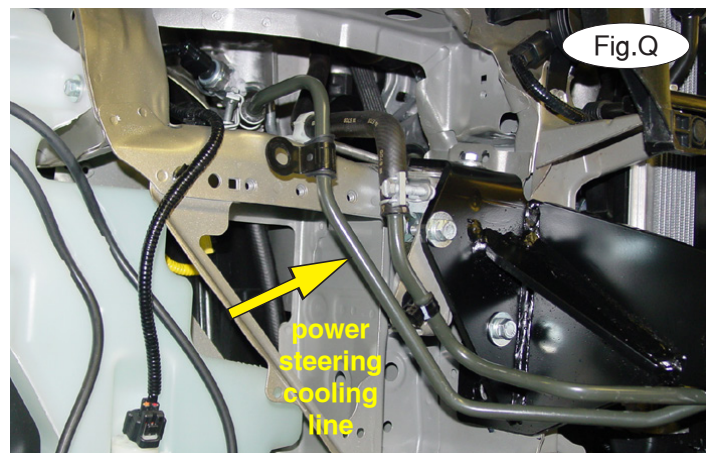


11. Working on one side at a time, use the supplied $\frac{1}{2}$ " x $\frac{1}{2}$ " bolt, lock washer and plate washer and bolt through the main receiver brace and into the existing hole in the side of the frame rail (Fig.N). Repeat for the other side.



12. The air box and the power steering cooling line need to be temporarily moved to allow room to drill the holes in the core support. Start by removing two 10mm (head) screws from the air box, then pull straight down to remove it (Fig.O).

Next, remove one 10mm screw attaching the power steering cooling line to the core support (Fig.P). Now, pull the power steering cooling line back and out of the way in the direction indicated in Figure Q.





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Fig.R

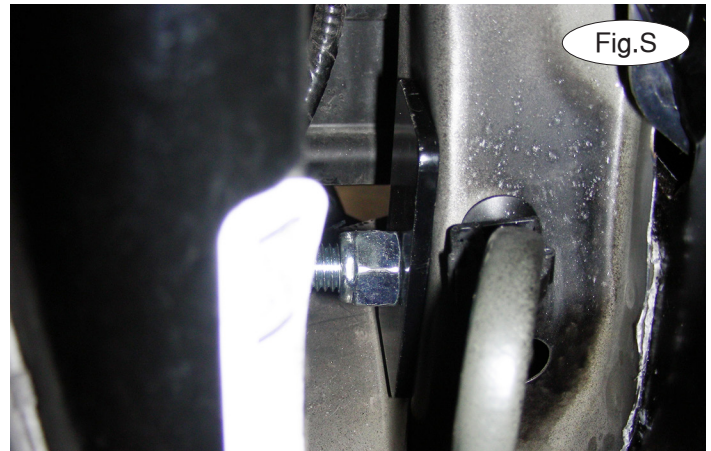


Fig.S

13. Remove the plastic fastener attaching the wiring harness to the inside of the core support on the driver's side. Now, on each side, using the pre-drilled hole in the main receiver brace as a template, drill through the existing hole in the outside of the core support and through the back side of the core support (Fig.R). *Note:* before drilling, make certain you will not drill into any engine components on the other side.

14. On each side, attach the main receiver brace to the core support using a $\frac{1}{2}$ " x $3\frac{1}{2}$ " bolt, $\frac{3}{16}$ " x $1\frac{3}{4}$ " x 3" backing plate, lock washer and locknut (Fig.S). Torque the bolts to 45 ft./lbs and the nut to 35 ft./lbs.

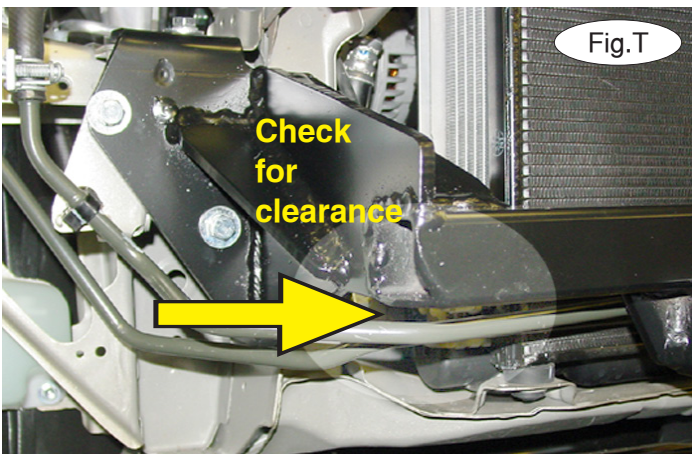


Fig.T

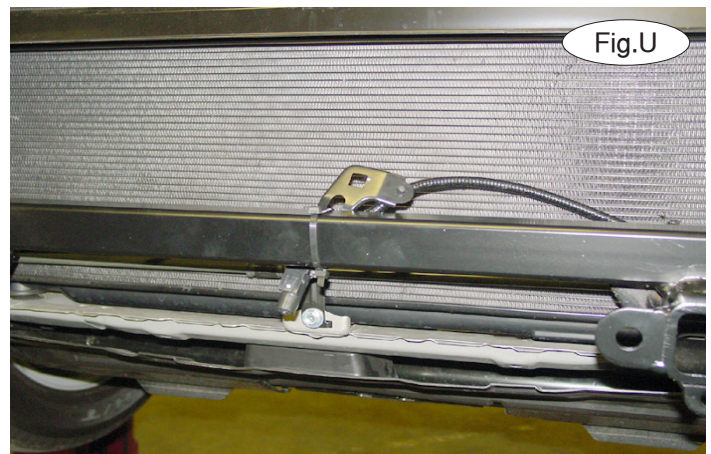


Fig.U

15. Tighten all the remaining bolts to the bolt torque requirements found at the end of these instructions.

16. Reattach the air box and the power steering cooling line, reversing steps 12 and 13. *Note:* due to manufacturing variances, the power steering cooling line may contact the main receiver brace on the passenger side of the vehicle. If this is the case, bend the power steering cooling line slightly to get at least a $\frac{1}{2}$ " of clearance between the line and the main receiver brace (Fig.T).

17. Now, reattach the air temperature sensor to the back of the main receiver brace using the four supplied zip ties (Fig.U).

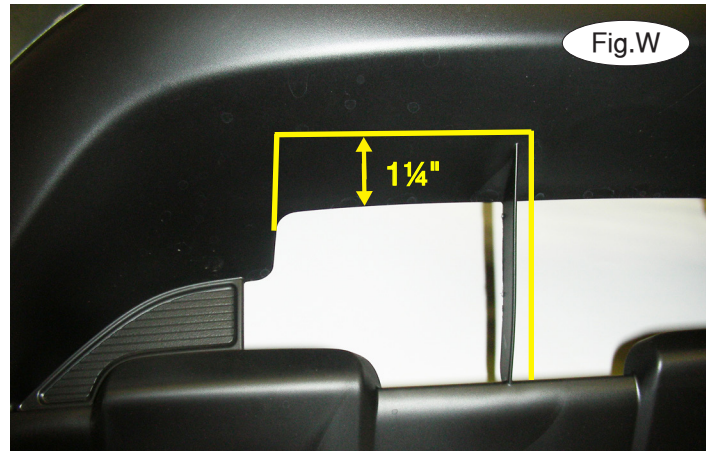
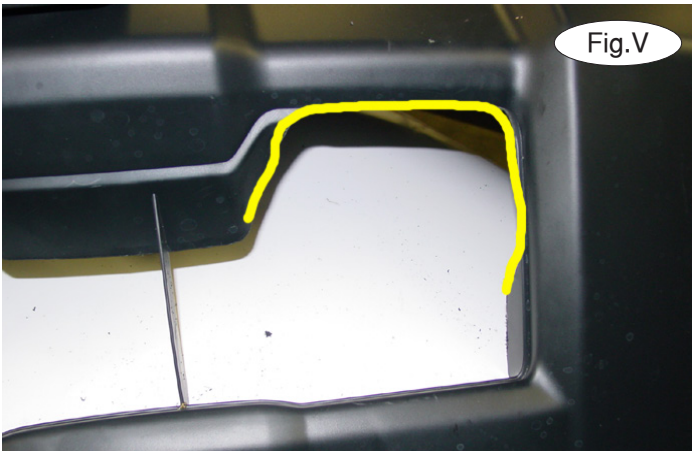


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18. For '07 to '09 models: on each side, trim the fascia using the yellow lines in Figure V as a guide. For '10 to '11 models: on each side, measure up 1 1/4" and trim straight over to the anchor of the vertical rib, using the yellow lines in Figure W as a guide for trimming.

19. Reinstall the fascia and splash shield, reversing steps 1 through 5.

20. Insert the removable front bracket arms into the front receiver braces, and secure them in place with the supplied 5/8" draw pins and spring pins.

21. Attach the 8" safety cables with the cable connectors (Q-Links) to the front of the receiver braces (Fig.X).

22. Attach the ends of the safety cables to the tow vehicle's safety cables.

23. Install the tow bar to the mounting bracket according to the manufacturer's instructions.



Note: if the bracket is so equipped, the holes in the alignment tabs which are welded to the arms and main receiver braces are for padlocks only. Under no circumstances should you bolt the alignment tabs together. Bolting the alignment tabs together may result in non-warranty damage to the bracket.

BOLT TORQUE REQUIREMENTS

Note: The torque values represented below are intended as general guidelines. Torque requirements for specific applications may vary. Roadmaster does not warrant this information to be accurate for all applications and disclaims all liability for any claims or damages which may result from its use.

STANDARD BOLTS

Thread Size	Grade	Torque
5/16-18	5	13 ft./lb.
3/8-16	5	23 ft./lb.
7/16-14	5	37 ft./lb.
1/2-13	5	57 ft./lb.
5/8-11	5	112 ft./lb.

METRIC BOLTS

Thread Size	Grade	Torque
6mm-1.0	8.8	6 ft./lb.
8mm-1.0	8.8	18 ft./lb.
8mm-1.25	8.8	16 ft./lb.
10mm-1.25	8.8	36 ft./lb.
10mm-1.5	8.8	31 ft./lb.

METRIC BOLTS

Thread Size	Grade	Torque
12mm-1.25	8.8	64 ft./lb.
12mm-1.5	8.8	60 ft./lb.
12mm-1.75	8.8	55 ft./lb.
14mm-2.0	8.8	88 ft./lb.